

Picture of the Month



Bill and Ingrid Marinangel with their daughter Tegan are excited about their beautiful new airplane, a Boeing Stearman 450. Ingrid finally gets to fly with Bill - his previous airplane was a single seat Laser.

A Turbulent Journey

By Beth Rehm, Editor

According to a 2007 article in the New York Times, studies show that possibly up to 40% of the population have some degree of anxiety about flying. You can't believe everything you read in the newspaper though so who knows how accurate that statistic is. I do know that you probably won't find any of those people at Galt!

The National Institute of Mental Health says the percentage of Americans who have a fear of flying so intense that it qualifies as a phobia or anxiety disorder and keeps them firmly on the ground is closer to 6.5%. How often can someone who has a fear of flying be completely "cured" of such a devastating affliction? If you

are expecting an answer I am sorry to disappoint you; I have no idea.

I do however, have something better; the true story of one person who overcame his phobia and came to embrace all things aviation, in a big way.

As a kid, Ron Friend was afraid that a plane could "drop out of the sky for no reason." And as he grew up he didn't learn anything to refute that belief. He never flew until 1983 when his fiancé, Lori (now his wife of 27 years) persuaded him to take a vacation to Hawaii. The flight there was uneventful but on the return trip as soon as they reached cruising altitude they hit moderate turbulence.

Continued on next page.

Editor's Note

Nineteen years ago I was sitting on my couch surrounded by piles of aviation books and taking copious notes in preparation for my private pilot written exam. Many months of home study and a six-week ground school crammed my head full of FAA regulations, principles of flight, systems and performance, and everything else I needed to know to pass the test.

I will be forever grateful that I don't have to take that test every year to keep my pilot's license! But every 24 calendar months the FAA mandates that pilots take a flight review, commonly referred to as the biennial flight review or BFR. This review must include a minimum of one hour of ground instruction and one hour in-flight with a qualified flight instructor.

I generally take FAA WINGS courses throughout the year but when it is time for the BFR it forces me to brush up on some of the more mundane details one may have forgotten over the years.

There is no formal program for a BFR but you can take an excellent Flight Review Preparation Course (ALC-25) on faasafety.gov for free, which I found very helpful. King Schools will also sell you a more in-depth BFR course for about \$120.

No doubt I will never again be able to recall everything I learned during my private pilot training. But now I have something more relevant; nineteen years of personal flying experience. There really is no substitute for actually flying on a regular basis.

Beth Rehm, Editor

Continued from page 1.

This was not your usual short lived rocking and rolling that frequent flyers will know happens very rarely. This was many hours of violent shaking so severe that it caused food and drink carts to be knocked over, oxygen masks to deploy and passengers screaming and crying and throwing up in their seats. This excruciating ordeal lasted until they crossed the Rockies. Ron, already deathly afraid of flying, had found himself on the flight from hell and was now even more convinced than ever that flying was inherently dangerous. "My fear of flying phobia was cemented in my mind from that day on" he says.

But Ron had a relative who was determined to change his mind. Randy Hutton has been involved in aviation for over 40 years and is currently the Head of Aviation for McDonalds Corporation based at Dupage Airport (KDPA). Randy set about educating Ron on the aerodynamics of flight in an attempt to convince him that his fear was based on unfounded myths about flying. This approach got Ron's attention because what he said made sense and was actually interesting.



Ron and Lori's 1979 Cessna 172N was delivered to Galt on October 20th. Photo by Ed Brown.

Over time Ron became more and more fascinated with aviation and by this summer he was confident enough to fly with Randy in his Cessna 182. Ron started to actually enjoy flying and before long he was hooked, so much so that in September he found himself sitting on the bench outside the FBO at Galt talking to Ed Brown about ground school. Between Randy and Ed he didn't stand a chance! Ron says he was "so impressed with the airport and all the nice and supportive people I met that I signed up for lessons that very day."

In less than two months Ron has started Ed's ground school, taken a discovery flight, started flying lessons with Marty Seitz and joined



Ron Friend. Photo by Ed Brown.

the EAA Chapter. But that's not all. Together with his wife, Lori, they bought an airplane, leased a hanger and then customized it with work benches, an office, a kitchen area, a workshop and a studio apartment!

I seriously doubt there is anyone else who has gone from a fear of flying to a passion for aviation so strong that he doesn't want to leave the airport!

If you haven't yet, no doubt you will run into Ron, Lori and their dog Gus sometime soon at Galt. I know you will make them feel welcome - after all Galt is the friendliest airport around. Ron and Lori, welcome to your new home.



Ron and Lori wasted no time or expense in customizing their hangar at Galt. Photo by Ron Friend.

Ron Friend was born and raised in Libertyville and has been married to his wife Lori for 27 years. They have two grown up sons and now they own a lovely 1979 Cessna 172N as well (N4788D). Lori owns and operates a hair salon in Libertyville, and, small world, she has been cutting Justin's hair since he was a little boy!

Day Trip to Devil's Lake

By Eric Rehm

I am sure anyone who grew up in the Chicagoland area has spent some time at the Wisconsin Dells in Baraboo Wisconsin, the waterpark capital of the world. I know I spent quite a few summer vacations there with my family and I thought I had seen most, if not all, of the attractions until I found out about Devil's Lake State Park. It turns out Devil's Lake is the largest and most visited state park in Wisconsin and is located just a few miles south of Baraboo. I thought flying there and back would make for a great day trip in our Mooney.

Beth and I picked October 24th to make the journey which may turn out to be the last good weather Sunday of this year. The winds were calm with clear skies and 60 degree temperatures all day, and the fall colors were at their peak at our destination.

The route from Galt to Baraboo Wisconsin Dells Airport (KDLL) averages about 45 minutes for a normal GA aircraft and is about as easy a VFR flight as one could ask for.



Unlimited visibility from the East Bluff. Photo by Eric Rehm.

Pick up a heading of 320 degrees and fly directly over Lake Geneva and Lake Delavan. By the time Lake Delavan is in the rear view mirror, Lake Koshnawong comes into view and then the city of Madison. Madison Dane County Airport (KMSN) is a Class C airport so some radio communication is needed to

transition their airspace. Once on the other side of Madison, the Baraboo Range comes into view and KDLL is just on the other side of the hills.

I picked KDLL as our destination airport for a couple of reasons. It is the closest to Devil's Lake and has the best amenities of the four airports in the general area. The FBO does have a crew car that they will make available to you if you buy some 100LL. Rental cars are also on the field and taxis are on call. We landed around noon and by 12:30 were at the north shore of Devil's Lake eating a picnic lunch.

The park itself encompasses approximately 9200 acres and is known for its 500 foot high bluffs that run along the east and west sides of the Lake. The park offers hiking, biking, rock climbing, camping, boating, fishing and more. You can find out more by visiting their website at: <http://www.devilslakewisconsin.com>.

Beth and I hiked the East Bluff Trail, a 1.7 mile, well-marked



The spectacular view of the lake from the East Bluff. Photo by Eric Rehm.

Continued on page 4.

Continued from page 3.



The Devil's Doorway is just one of many quartzite rock formations to be found in the park. Photo by Eric Rehm.

moderate effort trail that wound its way from the north shore visitor center 500 feet up to the top of the east bluff. Once at the top, we were treated to spectacular views of the lake and some cool natural rock formations. At the south end of the lake, we took the Potholes Trail, a 0.3 mile, very steep path that went through an amazing split in the rock back down to the lake.

After a brief rest stop at the south shore visitor center for some water and a restroom break, we took the Tumbled Rocks Trail, an easy 1 mile paved route that wends along the western shore of the lake amongst huge purple colored quartzite boulders. In all we spent 3 hours hiking about 4 miles of very interesting and varied trails, all while

enjoying beautiful scenery.

We both had a great time at the park and would highly recommend a visit. It is also a great \$100 hamburger type destination with the added bonus of burning calories instead of ingesting them!

We will definitely go back to explore some more, maybe we'll see you there.



Eric Rehm is a First Officer on the MD-80 for American Airlines based in Chicago O'Hare. He has been flying since he was fifteen, is a CFII and has accumulated over 7,000 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).

===== FALL =====

FLY-OUT

Sunday November 8th 2015

Join us for a group fly-out to Lake Lawn (C59)
for Sunday brunch. We'll plan to depart Galt
Airport at 9am.



If you plan to join us please email
rebekah@galtairport.com.



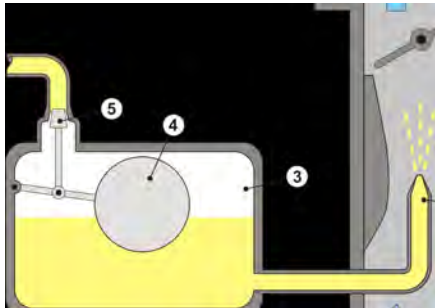
Professional Opinions

Do You Have a Bomb in Your Hangar?

By Jeff Hill, Sr., Contributing Editor

If you have an airplane (or any other machine) with a gravity feed fuel system stored in your hangar, you certainly have the potential for disaster.

In a high wing plane with fuel tanks in the wings or some other location higher than its float type carburetor, fuel is, in most cases, delivered to the carburetor by gravity, not a fuel pump. But what holds those, x number of gallons of avgas in their tanks? Just one thing – the needle valve in the carburetor – unless you have turned the fuel selector/shutoff valve to the 'off' position.



(3) float chamber, (4) float, (5) needle valve and seat.

The needle valve is connected to the float. In the illustration above, when the fuel level in the carburetor bowl

drops, the float drops with it pulling the needle valve down off its seat and fuel flows in. As the fuel level comes back to normal, the float rises and the needle valve is lifted back into its seat.

This arrangement is not fail safe. The needle valve could stick open, or a small bit of foreign matter in the fuel could lodge between the needle valve and its seat, or fuel could leak into the float itself making it too heavy to float up and close the needle valve as it should. What happens then is that fuel continues to fill the carburetor bowl until it overflows and spills onto the floor. This will continue until the tanks are empty.

Now we have a lot of gasoline fumes and plenty of oxygen. All that is necessary for combustion is a source of ignition, say a gas-fired heater starting up, an electric motor activated, or anything else that can make even a tiny spark. It has happened!

Okay, now I'm sold on the idea of shutting off the gas as part of my securing the aircraft procedure. But, what if I forget to turn it back on again? In that case, the engine should start and run a short while on whatever fuel was in the carburetor bowl and then quit. This would be embarrassing with a check pilot

aboard, or even just a non-flying type, apprehensive passenger. It's even worse in a plane that requires hand propping, especially if you have to prop it yourself – get out of the plane, tie it down again – the whole drill – for no good reason. Of course that won't happen if we read the check list. The before starting check list most certainly will contain the item 'Fuel Selector Valve,' or in a plane with only an On/Off valve, 'Fuel On.'

As an extra precaution I made a little 'reminder' type flag out of a red binder clip and a short piece of red gift wrap ribbon.



Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the former Editor of TARPAs Topics, the newsletter for active and retired TWA crew members.

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Nothin' But Sky Between My Toes

Nothing compares to my family and their creativity when it comes to gifts of aerial adventures. Last time it was an amphibious lesson in Seattle. This time, there was a bit less aluminum involved.

My birthday present from daughter Katie was a gift certificate for a dual-paragliding adventure in the mountains of Oregon. This last July, I got to cash that in for the experience of a lifetime.

The appointed day arrived, and I was really pumped. Katie had planned this about a year before, and I had seen the videos so I sort of knew what to expect. But it was way cooler, and a bit more challenging than I thought. They do this in the late afternoon typically, when the wind tends to drop and the thermals are still kicking. I sort of suspected the thermals might be good as I watched the temperature in Medford rise to 105 degrees by early afternoon. As we drove to the Applegate valley, the temperature stayed above 100, and I was anxious to get some altitude to hopefully cool off. We eventually reached the base of the launch mountain, and began the long



Larry helps his pilot prepare the parachute for his flight.

switchback climb to the launch point to meet my pilot, Michael Jahn.

By the time we got to the launch point, I realized that conditions must be pretty good since there were a lot of people up there preparing to launch. And there was every kind of motorless contraption from paragliding chutes to various hang-glider rigs with rigid wings. I had been warned that any wind above a very mild breeze would mean cancellation. I

could not figure that out, as I thought that, as with a plane, wind down the runway was a good thing. But as I watched people departing before our turn, I understood why wind is so problematic. As a paraglider prepares for flight, he lays the chute in an arc behind him and straightens all the lines. Then, when ready to go, he pulls some of the lines to "fill" the parafoil and it rises overhead. Here's where too much wind gets tricky. That filled foil can and does yank the pilot backward. Once out of control in this manner, it is really hard to recover. I watched it happen to a couple of people, and while they did not get hurt they definitely were in a struggle to get the parafoil deflated and begin again. I considered what it would be like to be strapped to my pilot and dragged backwards, and I did become a little concerned. But, it was too late to chicken out now. Besides, Katie and her husband Todd were watching and I did not want to look like a wimp.

At long last, my pilot, Michael, got everything set up and called me over to get hooked up. I was wearing



Two thumbs up, Larry is ready to go!

Continued on next page.

Continued from page 6.

what was basically a parachute harness, and it was strapped to the front of the pilot. So I would end up hanging in front of, and slightly below the PIC. But before flying, it was just plain awkward. Once everything was set, Michael explained to me that when he said "run" I was to run as fast as I could toward the edge of the cliff. Considering the fact that I had a rather large man strapped to my back, and behind him a parafoil that at any minute could fill and drag us both to oblivion behind the ridge, this was beginning to appear potentially challenging.

After what seemed an interminable wait for the wind to drop, I finally got the dreaded command, "RUN!" I started to try to run in the gravel. But my feet were slipping so I felt like a cartoon character and could almost hear the bongo drums as my feet were moving like Fred Flintstone's under his car. But we do start moving forward, and the earth drops away. Holy smokes, we're airborne! At first, I am hanging in my straps, and I figured that's the way it is going to stay. But Michael says "grab the lines and lift yourself up" so I do just that. And presto, a nice little seat drops into place so I am comfortably seated in a chair as off we go into the clear blue afternoon sky. I feel like a king, complete with throne!

Now I'm looking down between my feet at the beautiful Oregon forest below me. In the distance, I could see the winery way down in the valley that was our ultimate landing point. Now, using the instincts of a Piper

pilot, I figured we'd just glide on down there and that would be that. But mounted by my shoulder was a lift-sensing device that would chirp when it sensed lift. The more lift, the faster and louder it would chirp. Well, it started sounding like a cage full of magpies, and up we went. I watched the launch area recede between my toes as we circled it and



climbed. Before long, we were over 7,000 feet enjoying an unbelievable view of the Oregon mountains stretched out beneath us.

It was fun learning how to find the lift. If you lost a column, you simply glided to a spot that had bare rocks instead of trees below you and up you would go. After almost an hour in the air, we were still probably within two lateral miles of the launch spot! It was an absolute hoot. In fact, we probably could have stayed up until the sun went down. But it was time to consider landing, so we headed for the vineyard in the valley.

As we approached the landing zone, I was issued my pre-landing instructions;

- Extend landing gear (legs)
- Start running just prior to touchdown
- Keep running until airfoil collapses

Got it. Sounded like a snap. What could possibly go wrong?

I got the first part right. Gear down and locked. I even got the running warm up ready. The problem was the touchdown. I had a gear collapse issue, which then caused a tail gear (Michael) collapse as well. So instead of landing at a graceful run, we hit the ground on our

butts and slid. In itself, not a particularly painful arrival... were it not for a very prickly breed of Oregon plant called a star thistle which pretty much covered the runway. Oh well, as they say, any landing you can walk away from (however painfully) is a good one.

Thanks again, family, for another fantastic aerial adventure. That 1.25-hour flight is

something I will always remember. Now I can check skydiving, floatplanes and paragliding off the list. I only wonder what is next.

I'll have to start dropping hints about Virgin Galactic and Spaceship Two.



Larry Schubert has been a Galt resident for almost 20 years. During this time he has put over 3,200 hours on his trusty 1967 Cherokee 180 "Lucy" (N4702L). They are trying to grow old gracefully together!

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Project Blue Sky

By Beth Rehm, Editor

Aurora flight school SimplyFLY regularly engages in activities that bring aviation and airplanes into the community. They fold up the wings of their Remos, load it on a trailer and tow it to local fairs and community events! By doing this they have been able to reach many people who were too intimidated to go to the airport, says flight instructor/owner Kathy Spano.

Expanding on that theme, SimplyFLY plans to bring members of the local community together to build an airplane. They were inspired by a similar build project at the Illinois Aviation Museum at Clow Airport. There, local families (both adults and children) have come together with the airport community to build a Zeneth and the response has been tremendous, says Kathy.

"The community is now a part of the airport and the outreach is powerful. The airport that seemed 'off limits' is now open to them and we want to bring this magic to the Aurora Airport."

Kathy believes that opening up their hangar and encouraging "non-aviation" people to get involved in building an airplane will send a powerful message to the community that all are welcome at the airport.

SimplyFLY has started a Kickstarter campaign to raise the funds to buy a Vans RV-12 kit. So far they have 47 investors and have raised \$14,706, but they need \$50,000 in the next 16 days to reach their goal.

You can learn more and contribute to the project by visiting <https://www.kickstarter.com/projects/projectbluesky/project-blue-sky>.



Vans RV-12 is a two-seat all-metal side-by-side airplane that qualifies as a Light Sport Aircraft. It is available as a kit or factory built.

When the airplane is completed, SimplyFLY plans to use it as "an ambassador to aviation." They will "take it to local airports, meetings and other events to create awareness of all our local airports and how people can get involved in aviation," says Kathy.

For more information please visit <http://www.simplyflybuild.com> or call Kathy Spano at (815) 258-6936.



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Galt Traffic Crossword

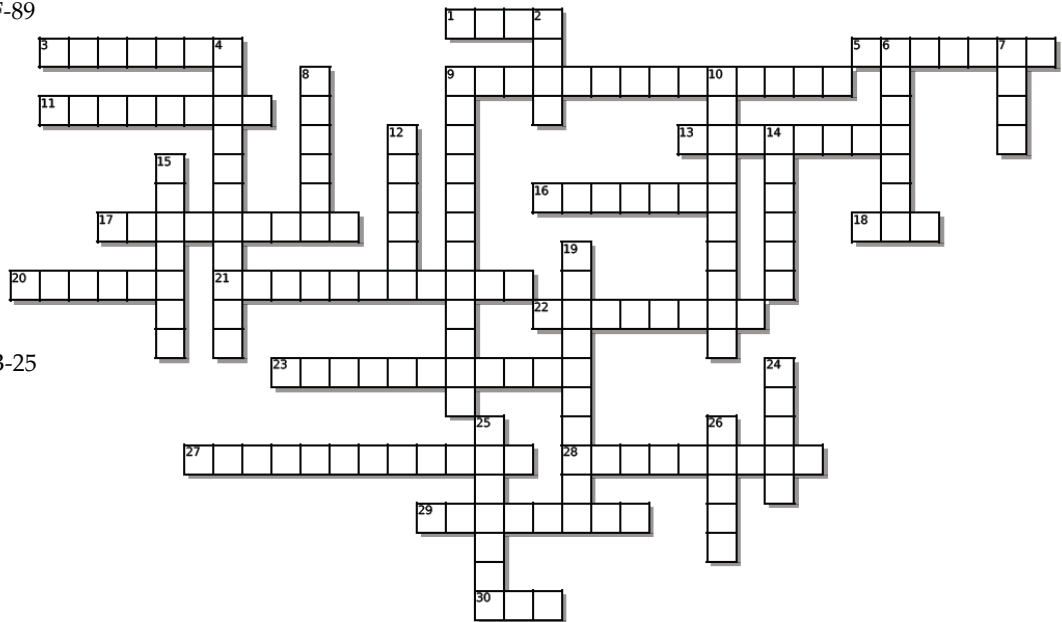
ACROSS

- 1 LEISURE
- 3 NORTH AMERICAN P-51
- 5 FAIRCHILD A-10
- 9 BOEING B-17
- 11 NORTH AMERICAN F-89
- 13 LOCKHEED C-130
- 16 VULTEE BT-13
- 17 DOUGLAS C-54
- 18 SMALL BATTERY
- 20 DOUGLAS C-47
- 21 REPUBLIC P-47
- 22 SUPERMARINE
- 23 CONVAIR F-102
- 27 CESSNA UC-78
- 28 LOCKHEED SR-71
- 29 NORTH AMERICAN B-25
- 30 NEEDLE HOLE

THE NAME OF THE PLANE - MILITARY

Edited by Wool Drawers

No. 1 - A

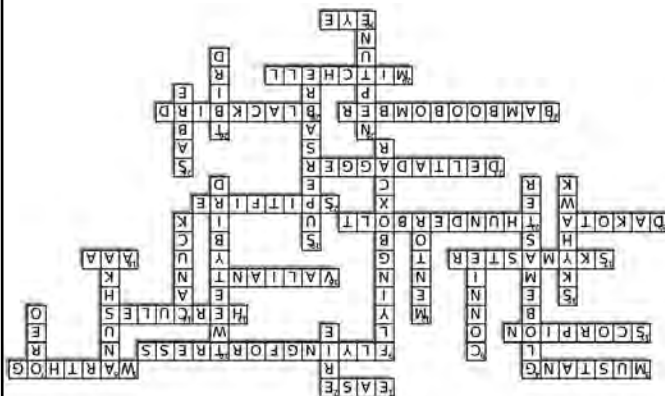


DOWN

- 2 THE "E" IN HOMES
- 4 DOUGLAS C-124
- 6 ANTONOV AN-2
- 7 SANDWICH COOKIE
- 8 LOCKHEED C-69
- 9 FAIRCHILD C-119
- 10 CESSNA T-37
- 12 BEECH T-34
- 14 CURTISS JN-4D
- 15 DOUGLAS A-4
- 19 NORTH AMERICAN F-100
- 24 NORTH AMERICAN F-86
- 25 LOCKHEED P2V
- 26 LOCKHEED T-33

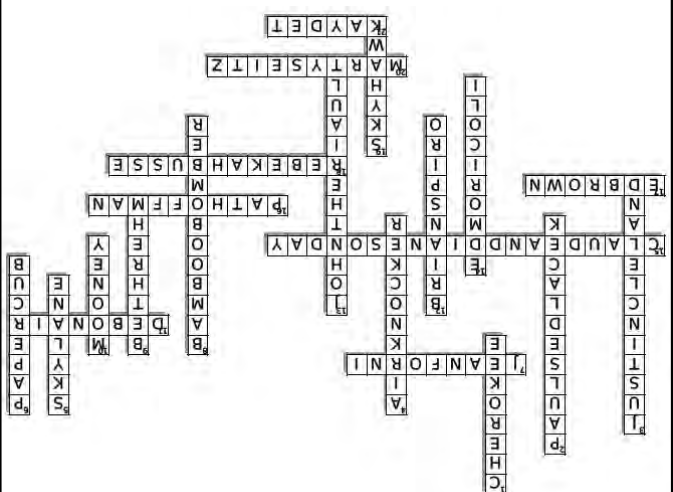
ANSWER TO THIS MONTH'S CROSSWORD

The Name of the Plane - Military



ANSWER TO LAST MONTH'S CROSSWORD

Who's Who at Ten Cee and EAA 932



Flight School News



Student pilot, Evan Sahm (left) with ground school instructor, Ed Brown.



Student pilot, Kevin Betke (above left) after his first solo flight. Pictured with CFI, Dick Wydra (above right). Photo by Ed Brown.

Congratulations to student pilot **Kevin Betke** on his very first solo flight. Kevin is learning to fly with Galt CFI, **Dick Wydra**.

Congratulations to **Evan Sahm** on passing his private pilot written

exam. Evan will be 16 in November and just went through **Ed Brown's** ground school class.

Evan is also taking flying lessons with Galt CFI, **Mike Nowakowski** in a Cessna 172.

Save the Date

**Galt Airport
Christmas Party**

Saturday December 19th 2015

EAA Chapter 932 News

Phillips 66® Young Eagles Rebate Program

Galt Airport is now selling Phillips 66® avgas, which makes it easy for our Young Eagles pilots to take advantage of the rebates offered for Young Eagles flights from Phillips 66® Aviation.

As a proud supporter of the EAA and the Young Eagles program, Phillips 66® Aviation provides a \$1-per-gallon avgas rebate to all EAA Young Eagles volunteer pilots. Over 4,000 pilots have used Phillips 66® avgas to introduce more than 350,000 kids to the wonders of flight. As a result of the avgas rebate, Phillips 66® has helped the Young Eagles program achieve its original goal of one million flights.

Eligibility

- Volunteer pilot must be a licensed pilot.
- Volunteer pilot must be a member of EAA.
- Phillips 66® Aviation Personal Card must be used.
- The avgas must be purchased at a Phillips 66® FBO.
- The \$1-per-gallon rebate

applies only to Phillips 66® Aviation avgas. (It does not include jet fuel, motor fuel, or other fuel brands.)

- Volunteer pilot must provide a receipt or a copy of the receipt and complete the Young Eagles rebate submission form.
- The \$1-per-gallon rebate will be applied to your Phillips 66® Aviation Personal Card balance within 2-3 cycles of receipt of your completed form.
- The Young Eagles flight can take place at any time during the calendar year.
- Receipts must be submitted within 12 months of receipt date.
- Click this link for the rebate form or you can get a copy from Ed Brown in the FBO; <http://www.phillips66aviation.com/youngeagles/>

For questions regarding the Young Eagles rebate program call 1-(800)-234-6603.

Next Meeting

Saturday, November 12th
10:00 a.m.

Elections for Vice President
and Treasurer
CPR Demonstration

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

FLY/DRIVE IN FOR KIDS

Join us November 14th at Kenosha Regional
8am to 1pm.



Bring a toy and grab something hot to drink and a donut.

Hosted by EAA Chapter 414 and
AVP Kenosha Aviation - 9894 52nd St. Kenosha, WI

Minutes of the EAA 932 General Meeting

Meeting Date: Oct 10, 2015

Submitted By: Paul Sedlacek, Chapter Secretary

1. CALL TO ORDER /ATTENDANCE

Meeting brought to order at 10:10 a.m.

In attendance: Ed M, Ed B, Jeremy K, Steve P, Evan S, Karen S, Jim R, Bob N, Bill T, Marty S, Walt W, Joe M, Jerry T, Paul S, Dave S, Don S, Arnie Q, Eric R, Beth R, Rafael G, Bob H, Rebekah B, Dan J, Bill M, Jeff H Sr.

2. VOTING ITEMS

- a. Approval of Agenda Moved by: Ed B, Seconded by: Steve P All in favor
- b. Secretary's Report- Approval of Sept Meeting Minutes Moved by: Ed B, Seconded by: Beth R All in favor
- c. Approval of Treasurer's Reports for Aug & Sept Moved by: Steve P, Seconded by: Jeremy K All in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

- a. Next Salute to Veterans will be June 4, 2016 10AM - 6PM, rain date June 5. Fly-in, car show. Chapter will make money from donations, drawings, etc. and use profits to help veterans. Also will fly veterans as Eagles Flights. Don Sword mentioned Hebron veterans transitional center might want to be involved.
- b. Galt Family picnic will be held on day of flour drop next year.
- c. Karen Sahm is now our "official" photographer based upon her great recent submissions.

4. COMMITTEE REPORTS

- a. Young Eagles/Eagle Flights - Boy Scout Troop 35 will have their aviation weekend with 20-25 boys scheduled to fly on Oct 24 10 AM. A few boys from other troops will also participate to get their merit badges. See the volunteer sign-up on the chapter bulletin board or email Ed B.

5. OLD BUSINESS

- a. Elections are in November. We need candidates for VP and Treasurer. The nominees for VP are Patrick Hoffmann and Jerry Thomas. Ed is working on a couple of nominees for Treasurer.
- b. Vote to purchase additional folding chairs and tables (Approximate expenditure \$1000) Motion carried.

6. NEW BUSINESS

- a. November Meeting program: Jeremy and Daniela Knoll will do a CPR demonstration.
- b. Karen, Marty, Ed & Eric will form a program committee. Beth suggests looking at what chapter 790 does for good ideas.
- c. Smile.amazon approved.
- d. Steve P mentioned an Eagle Scout project to build a veterans monument. Oct 25th fund raising event.
- e. Adding a board member or members was discussed (i.e., Justin, Claude, Rebekah?) Suggest an elected airport representative. Board will meet to discuss changes. October 31st target.
- f. Jeremy suggested fly-outs after our monthly meetings. He will suggest a destination for the November meeting.

7. ADJOURNMENT

Meeting adjourned at 11:10 AM moved by Ed B seconded by Jeremy.

Next meeting: November 14, 2015

Galt Airport / EAA 932 Calendar of Events

Nov 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. CPR demonstration after meeting.
Dec 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Dec 19 Galt Airport Christmas Party

2016

Jan 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Feb 13 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Mar 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Apr 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
May 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Jun 4 EAA 932 Salute to Veterans at Galt Airport (10C), 10a.m. - 6p.m., rain date June 5.
Jul 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Aug 13 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/ea/events

www.aopa.org/events

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

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Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (summer hours)

Airport Owners: Diane and Claude Sunday dsonday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

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Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>

AVGAS

Self-Serve Price

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(includes tax)

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